DRAFT
PERFORMANCE CRITERIA

Definitions of the performance criteria are provided below. A sample scoring application of the criteria follows each performance criteria definition, with a uniform scoring range used for each of the performance criteria (a weighting of the criteria is not reflected at this level of analysis).

Pavement Condition Index. The Pavement Condition Index (PCI) is a numerical rating of the pavement condition that ranges from 0 to 100, with 0 being the worst possible condition and 100 being the best possible condition. The PCI method was developed by the Construction Engineering Research Laboratory of the U.S. Army Corps of Engineers. This method can be used on both asphalt surfaced and jointed Portland cement concrete (PCC) pavements. For a roadway segment with subsegments in the Pavement Management System with different PCI's, calculate a weighted average over the entire segment length. *The lower the PCI, the higher a roadway segment would be scored*.

PCI rating	Score
≤ 25	10
26-50	7
51-75	3
≥ 76	0

Average Daily Traffic. The total traffic volume during a given period (from 1 to 365 days) divided by the number of days in that period. Current ADT volumes can be determined by continuous traffic counts or periodic counts. Where only periodic traffic counts are taken, ADT volume can be established by applying correction factors such as for season or day of week. For roadways having traffic in two directions, the ADT includes traffic in both directions unless specified otherwise. *Corridors with higher ADTs would score higher.*

ADT rating	Score
≥ 25,000	10
15- 25,000	5
≤ 15,000	0

Transit Frequency. Transit frequency is a measure of availability of transit to the public. As an objective measure, the average daily (AD) bus seat trips can be used as a performance measure. Corridors with higher bus seat trips will score higher in this performance measure.

AD Transit	Score
High	10
Medium	5
Low	0

Note: Numeric values can be added to the AD transit (or Transit frequency) once data is obtained for the roadway segments.

Bicycle and Pedestrian Activity. Bicycle and pedestrian activity can be measured by determining if the roadway includes an existing pedestrian facility and/or bicycle facility or if a pedestrian and/or bicycle facility is planned in the community's adopted Bicycle Master Plan. Roadways with existing pedestrian and/or bicycle facilities would be scored higher, planned facilities next, and no adopted pedestrian and/or bicycle facilities l lowest.

Bike/Ped	Score
Existing pedestrian and/or bicycle facility	10
Planned pedestrian and/or bicycle facility	5
No planned pedestrian and/or bicycle facility	0

School Access. School access can be measured by the number of designated school zones included in the roadway segment.

School zones	Score
Two or greater	10
One zone	5
No zones	0

Accident History. Accident history is a measurement of accidents for a certain volume of traffic. A typical measurement would be the gross number of accidents divided by the ADT The CHP report (SWTTRS) could be used as a source of accident data.

Accident rate	Score
High	10
Medium	5
Low	0

Note: Numeric values for high, medium and low can be added to the accident rate once data is obtained for the roadway segments.

Phase 2

Two of the performance criteria are recommended for use in a second phase of the project prioritization. These performance criteria would be used when more information is available regarding projects and will be used to refine the project prioritization:

Opportunities for Matching Funds. Measure A provides a limited amount of funding for projects in Marin County. By obtaining matching funds, a project could be implemented with fewer Marin County tax dollars, freeing those dollars to be used on other projects. *The roadway segments that have the ability to attract matching funds would score higher*.

Geographic Equity. The Expenditure Plan (Figure 2, page 18) identifies funding allocations for Major Infrastructure Projects by Planning Area. The allocations are based on population and road miles and will be reviewed at the start of the tax and adjusted to reflect the most current information on that date. The distribution will also be balanced every six years. *The available funding determined by the allocation formulas will determine prioritization*. In addition, within each planning area, the distribution of projects can be evaluated under this performance criterion.

Other Definitions

Pavement Management System (PMS). The PMS data provides an "indicator" of the relative cost of the individual projects.

Project Sponsor. Several project segments cross jurisdictional boundaries. The Public Works Directors have agreed that a project sponsor will implement the project regardless of the jurisdiction.

Major Roadway Projects
Data Table (Data being collected by MPWA and GGT)

Planning Area	Lead Agency	Name of Roadway	Segment Limits	PMS Cost Estimate	DATA					
					Pavement Condition Index	Average Daily Traffic	Transit Frequency	Bicycle Pedestrian Activity	School Access	Accident History
Northern Marin	Novato	Novato Blvd.	De Long Ave. - San Marin Dr.							
	Marin County	Novato Blvd.	San Marin Dr. - Pt. Reyes/Petaluma							
	Novato	South Novato Blvd.	US 101 - De Long Ave.							
	Novato	San Marin Dr.	Novato Blvd. - US 101							
	Marin County	Atherton Ave.	US 101 - SR 37							
Central Marin	San Rafael	4th Street	Redhill - Grand Ave.							
	San Rafael	3rd Street	2nd Street - Grand Ave.							
	San Rafael	2nd Street	4th Street - Grand Ave							
	Marin County	Las Gallinas/Los Ranchitos/Lincoln	Lucas Valley Rd. - 2nd Street							
	Marin County	Las Gallinas Ave.	Lucas Valley Rd. - US 101							
	San Rafael	Andersen Dr.	A Street - Sir Francis Drake Blvd.							
	San Rafael	D Street	5th Ave - City Limit							
	San Rafael	N San Pedro Rd.	Los Ranchitos - Biscayne Dr/City Limit							
	San Rafael	Pt. San Pedro Rd.	3rd St/ Grand Ave - Biscayne Dr/ City Limit							
Southern Marin	Marin County	Paradise Dr.	Tamalpais Dr. - Trestle Glen Blvd.							
	Tiburon	Paradise Dr.	Trestle Glen Blvd - Tiburon Blvd.							
	Marin County	Almonte Blvd./ Miller Ave.	Shoreline Hwy - Camino Alto							
	Mill Valley	Miller Ave.	Camino Alto - Throckmorton Ave.							
	Mill Valley	E. Blithedale Ave.	Sunnyside Ave. - Tiburon Blvd.							
	Sausalito	Bridgeway/ 2nd St/ S. Alexander Ave.	US 101 - Ft. Baker Rd.							
Ross Valley	San Anselmo	Sir Francis Drake Blvd.	Ross Limit - Butterfield Rd.							
	Marin County	Sir Francis Drake Blvd.	US 101 - Wolfe Grade							
	Marin County	Sir Francis Drake Blvd.	Wolfe Grade - Ross Limit							
	Fairfax	Sir Francis Drake Blvd.	Butterfield Rd. - Co. Limit							
	Marin County	Sir Francis Drake Blvd.	I-580 - US 101							
	Corte Madera	Magnolia/Corte Madera Ave/Camino Alto	College Ave - Corta Madera Limit							
	Corte Madera	Tamaplais Dr.	Corte Madera Ave - Madera Blvd.							
	Corte Madera	Tamal Vista Blvd. / Madera Blvd.	Fifer Ave. - Tamalpais Dr.							
	Corte Madera	Lucky Dr.	Riviera Cir - SF Bay Trail							
	Corte Madera	Fifer Ave.	Lucky Dr. - Nellen Ave.							
	Corte Madera	Doherty Dr.	Magnolia Ave. - Riviera Cir.							
	Corte Madera	Redwood Ave	Summit Dr. - Corte Madera Ave.							
Western Marin	Marin County	Sir Francis Drake Blvd.	Fairfax Limit - Samuel P. Taylor							
	Marin County	Sir Francis Drake Blvd.	Samuel P. Taylor - Platform Br.							

Performance Criteria

Comparison of recommended performance criteria weighting

Pavement Condition Index	MPWA	Preston	Giacomini	Jackson	Nygren	Whitson	Zahradnnik
≤ 25	40	40	40	15	25	40	40
26-50	30	30	30	10	20	30	30
50-75	20	20	20	5	15	20	20
≥ 75	10	10	10	0	10	10	10
Average Daily Traffic							
≥ 25,000	25	25	25	15	25	25	20
15-25,000	20	20		10	20		
≤ 15,000	15	15		5	15		
Transit Frequency (Ave daily trips)							
High	5	5	25	15	10	10	10
medium				10			
low/none				5			
Bicycle and Pedestrian Activity							
Adopted bike lane	5	5	20	15	10	10	10
Adopted route							
Not adopted							
School Access							
2+ school zones	5	5	15	15	10	n/a	5
1 school zone				10			
no school zones				5			
Accident History							
High	5	5	10	15	10	n/a	10
Medium				10			
Low				5			